

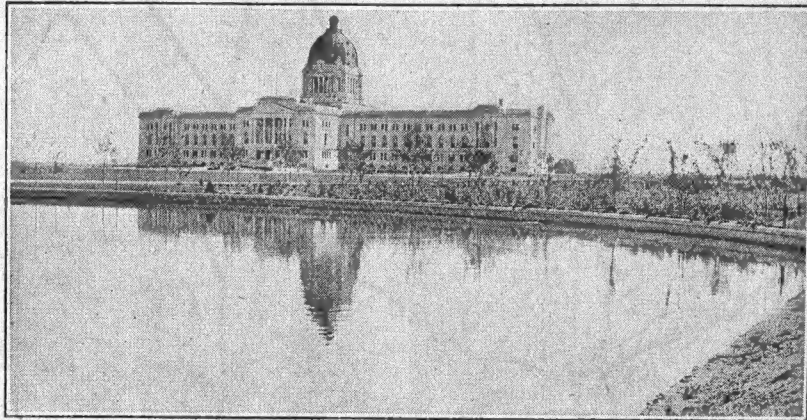
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# BULLETIN

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Government of the Province of Saskatchewan

*DEPARTMENT OF RAILWAYS*

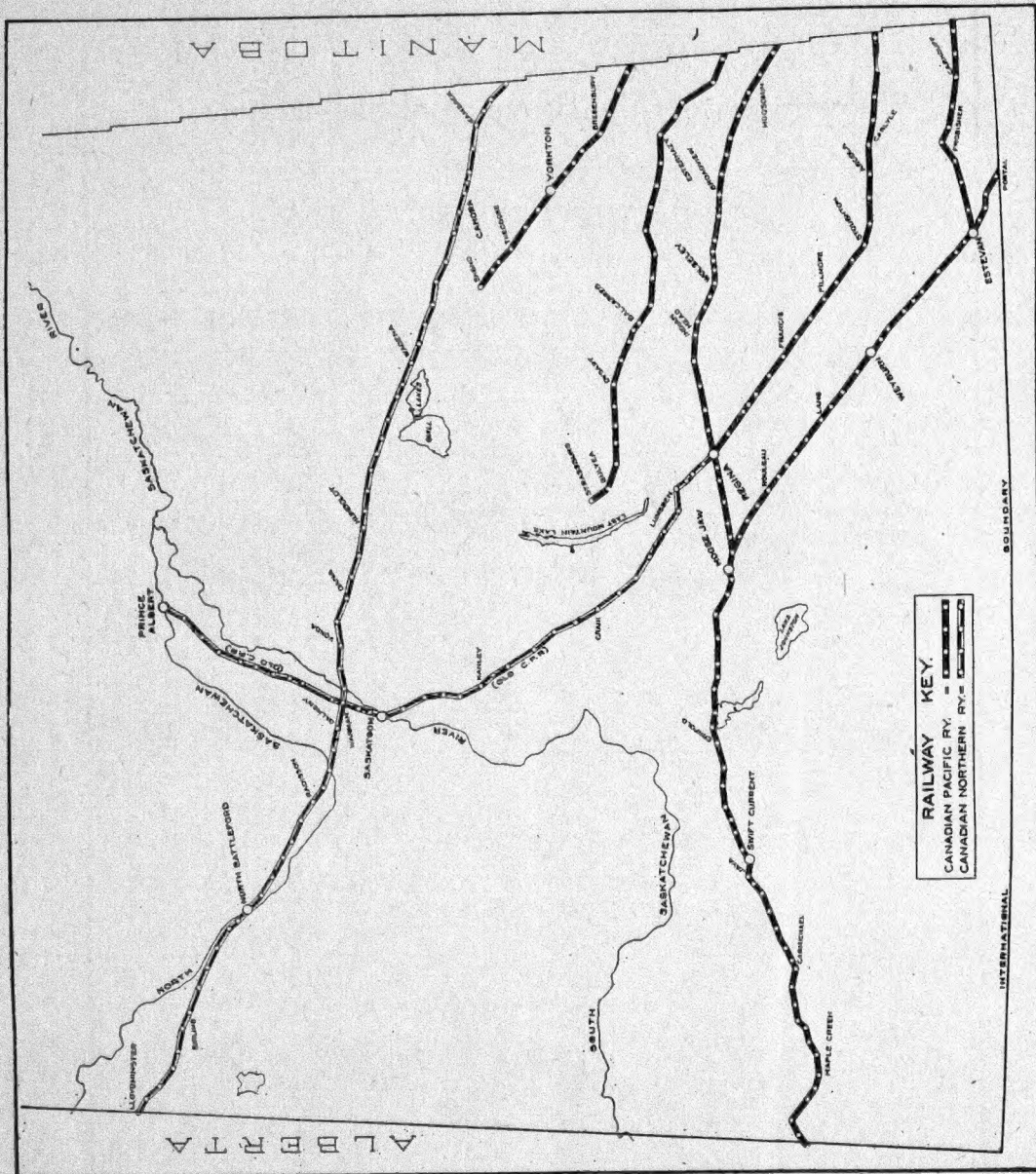


*PUBLISHED BY DIRECTION OF THE HON. J. A. CALDER  
MINISTER OF RAILWAYS*



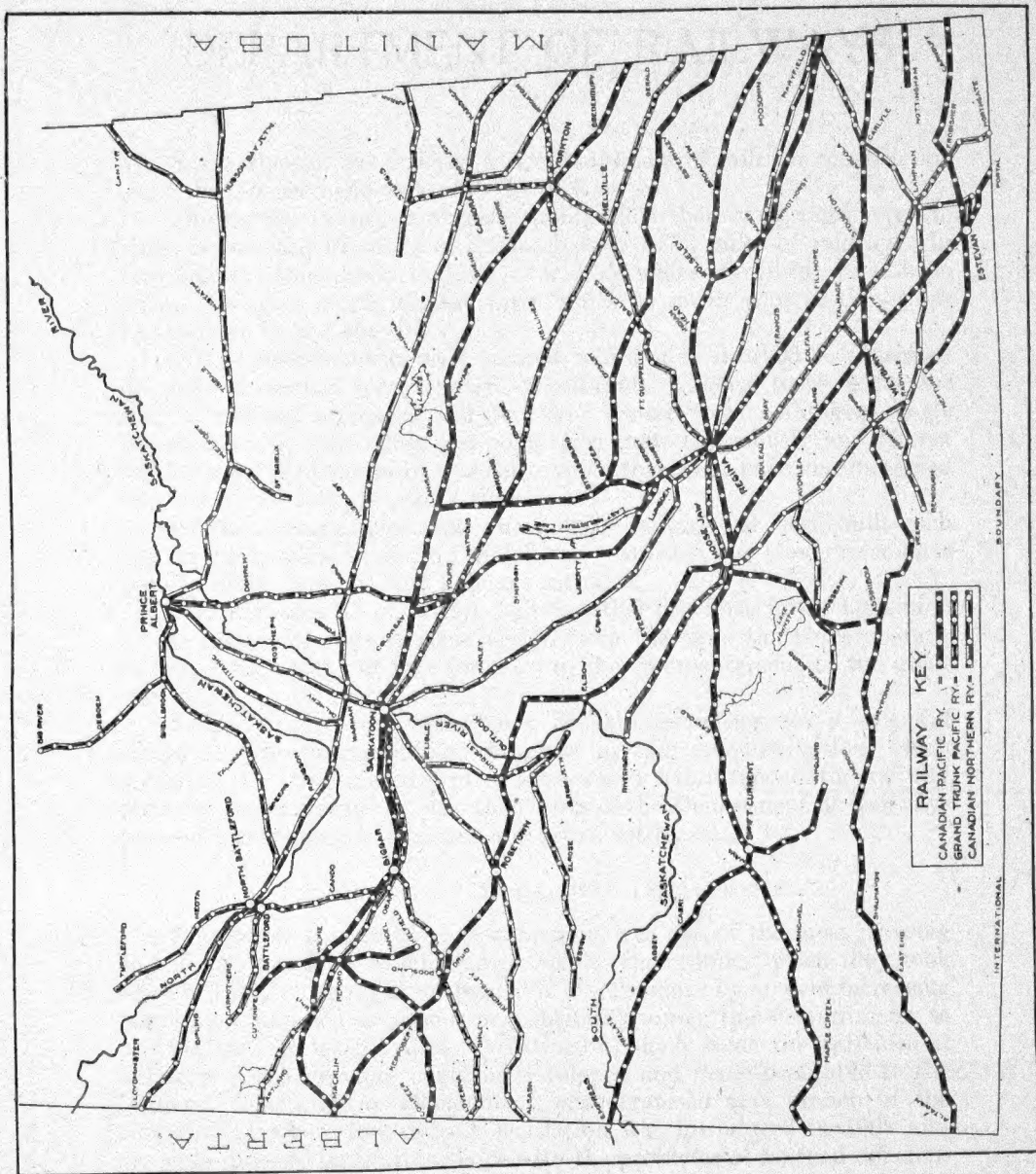
REGINA;  
J. W. REID, King's Printer  
1916





Map showing railway lines in Saskatchewan when the Government took office in 1905.





Map showing railway lines in Saskatchewan in 1916.



# BULLETIN

OF THE

## DEPARTMENT OF RAILWAYS

Saskatchewan has enjoyed a remarkable era of railroad construction since the Government took office in 1905.

During the twenty-two years ending 1905 there was constructed in what is now the Province of Saskatchewan 1,552 miles of railway. In just half the time, 1905 to 1916, over 4,550 miles of railway have been built. In other words almost three times as much construction work has gone on in half the time.

When Saskatchewan was created a province in 1905 it possessed one mile of railroad for every 161 inhabitants. Today there exists one mile of railroad for every 116 people. Viewed from a different angle the situation is that while the population grew enormously and almost trebled itself, still the railway mileage more than kept pace and increased fourfold in the same length of time.

On the average more than one mile of railway has been built each day in Saskatchewan during the eleven years that the Government has been in office, Sundays and holidays included.

Saskatchewan far outstripped all the other provinces in the Dominion in the matter of railway construction from the time the Government's railway policy was put into force up to the commencement of the great war.

Judged from every standpoint Saskatchewan has set a splendid record and shown unexampled progress in railway construction, which indicates the large measure of success which has attended the railway policy of the Government, and the efforts of the Department of Railways to keep transportation facilities abreast of settlement.

### ESTABLISHMENT OF RAILWAY DEPARTMENT.

The question of railroad development was one of the most pressing and serious problems which confronted the Government when they took office in 1905. The rapid settlement of the Province by an ever increasing population imposed a serious responsibility upon the Government to provide the necessary railway facilities by which alone the agricultural industry of the Province could be developed and made profitable to the farmers. The Railway Department was organised as a branch of the Government when the railway legislation was introduced in 1908 and has since directed its efforts to cope with the problems of railroad development which the legislation sought to solve.

### THE RAILWAY POLICY.

To secure the desired railroad extension the Government adopted the policy of guaranteeing the bonds of the Canadian Northern and Grand Trunk Pacific systems. Such a guarantee makes the bonds attractive

in the world's money markets, and in normal times makes it easier for the companies to sell the bonds and thus secure the funds necessary to push construction work. The companies covenant to pay the interest and principal of the bonds, but in the event of default by them (an exceedingly remote contingency) then the Government assures the purchasers of such bonds that the Province will make payment. Briefly stated that is what is meant by "guaranteeing" the bonds. In return for this guarantee the Government secures a first mortgage on the lines of railway; the rolling stock, equipment and property, rights, privileges, franchises and powers of the companies belonging to such lines; the tolls, revenues, etc., arising therefrom; and all estates and structures of every kind and description. It will thus be seen how absolutely the Province is protected in respect of any guarantee of bonds which it may make. The average cost of construction of branch lines in the Province runs from \$16,000 to over \$20,000 per mile and as the amount of the guarantees is only \$15,000 per mile the Government it is clear is well covered as regards the value of the security held.

The granting of assistance by the Government to the Canadian Northern and Grand Trunk Pacific railway systems spurred the Canadian Pacific Railway Company to greater effort in building branch lines in various parts of the Province. Keen competition was created among all three companies by which the Province benefited to the extent of hundreds of additional miles of branch lines.

Summed up, the large increase in railway mileage subsequent to 1908 may be taken as a result of the stimulus which accrued from the guaranteeing policy adopted by the Government.

#### SPLENDID RESULTS ACHIEVED.

The annual mileage increases from the time of the passing of the guaranteeing legislation to the commencement of the war are shown in the following statement, and for the purposes of comparison the other Provinces of the Dominion are included:

Province	Annual mileage increases					
	1909	1910	1911	1912	1913	1914
Saskatchewan	550	301	189	633	897	438
Ontario.....	296	1	92	224	454	255
Quebec.....	89	132	87	1	103	57
Manitoba.....	94	16	245	54	473	82
Alberta.....		167	6	403	315	332
British Columbia.....	63	36	10	13	96	27

#### SASKATCHEWAN RAILWAYS COST PUBLIC NOTHING.

In studying the above table, and noting the prodigious increase of railway mileage in Saskatchewan, it is essential to remember that Saskatchewan has built its vast network of railways without the cost of a cent or any burden whatever to the public, whereas the other Provinces have granted railway companies cash subsidies, besides giving largely of their provincial wealth to secure railroad extension.

## INTERESTING COMPARISONS.

The extent of Saskatchewan's railway development can be better appreciated when it is pointed out that the total mileage in our province exceeds the distance of a return trip across Canada. Or, to again illustrate, Saskatchewan's railways stretched out in a straight line would reach all the way from Vancouver, B.C., to London, Eng.

Measured in terms of acreage the possibilities suggested by this increased railway mileage are striking. Approximately 50,000,000 acres of farm land have been rendered available for occupation under advantageous and profitable conditions. This also goes to show that railroad development in Saskatchewan has *preceded* settlement of the land.

The following table indicates the mileage of railways built in the neighbouring agricultural states of the United States, also in the agricultural provinces of Australia and New Zealand. The figures are not quite up to date, but they are the last obtainable. The population per mile of line is also included, which shows that Saskatchewan has more mileage per capita than any of the other states mentioned, with one exception.

	Railway mileage	Population per mile of line
Saskatchewan	6,101	116
Montana...	4,852	88
North Dakota..	5,058	132
South Dakota..	3,941	155
New Zealand...	2,883	354
Victoria .....	3,664	347
New South Wales	4,088	391
South Australia .	2,308	181
Queensland.....	4,807	188
West Australia..	3,422	138
Tasmania.....	699	266

## LINE EQUIPMENT, ETC.

A railway is a very live thing and always growing. It may in truth be said that a railway is never finished. The increasing requirements of traffic, arising out of increase of population, and the creation of industries tributary to the railway lines, call for constant improvements and additions to the lines from time to time to maintain the standard of service. Elevators, stockyards, warehouses, etc., require to be provided, passenger and freight depots built, and other necessary work, such as ballasting, etc., constantly demands attention.

The following statements indicate the gratifying improvements and additions which have been made in the line equipment of various branch lines guaranteed, which cannot fail to be of the greatest benefit and assistance in handling the traffic and serving the communities directly concerned.

CANADIAN NORTHERN RAILWAY COMPANY.  
LINE EQUIPMENT ON BRANCHES GUARANTEED.

Year	Depots	Loading platforms	Elevators	Freight sheds	Freight and passenger shelters	Stock- yards
Total 1915...	51	102	149	2	38	27
" 1914...	42	75	106	2	27	13
" 1913...	38	62	..	2	22	10
" 1912...	26	51	..	1	8	9
" 1911...	9	45	..	..	1	2
" 1910...	6	19	..	..	..	2

GRAND TRUNK PACIFIC RAILWAY COMPANY.  
LINE EQUIPMENT ON BRANCHES GUARANTEED.

Year	Depots	Loading platforms	Elevators	Freight sheds	Ware- houses	Stock- yards
Total 1915...	73	124	151	7	4	26
" 1914...	72	122	147	6	3	26
" 1913...	67	117	34	4	..	12
" 1912...	29	61	25	2	..	11
" 1911...	24	40	..	2	..	9
" 1910...	4	14	..	..	..	..

TERMINALS AND BRIDGES.

In addition to guaranteeing bonds for branch line railway construction the Government has also guaranteed bonds of the Grand Trunk Pacific and Canadian Northern Railway systems totalling over six million dollars for the construction of terminals and bridges at several important points throughout the Province. This step was taken to meet the need for increased terminal facilities, and to ensure expeditious handling of the traffic so as to relieve the congestion on branch lines. When constructed the terminals will prove of inestimable value, and will greatly augment the serviceableness of branch lines to the public in general and farmers in particular.

BRANCHES GUARANTEED.

At the end of 1916 the Government had guaranteed bonds for the construction of Canadian Northern branches to the total of 1410 miles, of which 848 miles have been graded and 763 miles built.

At the same date guarantees for Grand Trunk Pacific branches covered 1,365 miles, of which 743 miles have been graded and 717 miles built.

The total length of branch railway lines still to be constructed under provincial bond guarantee is 1295 miles. Just where these lines will be built is shown in the table elsewhere in this Bulletin, and when the list is read over it will be seen how generously the Government has made provision to meet the need for railways in different parts of our Province.



### DIFFICULTIES FACED.

Due to the paralysing effect of conditions arising out of the war, more particularly the acute financial stringency which has prevailed, there has naturally followed a reduction in the number of miles of railway built in Saskatchewan during the past year or two. The war has had disastrous effects upon railway construction work in every part of the world. Take our neighbouring American States for example; there was no mileage built in South Dakota last year, only 8 miles in Montana, and 26 miles in North Dakota. In the whole of the United States only 898 miles of railway were built in 1915. So that whilst Saskatchewan's record, 121 miles, is disappointing, still having regard to all adverse conditions it must be considered satisfactory.

In addition to the famine of capital occasioned by the war other obstacles have arisen to check railway construction work. Labour has been exceedingly scarce, and it has been impossible to secure steel rails for track laying owing to the plants of the manufacturers of rails in Eastern Canada working to capacity on war munitions. This combination of difficulties which have retarded railway construction must be borne in mind when considering the question of railway development at the present time.

### THE FUTURE.

Notwithstanding the splendid progress which has already been made in railway development in our province, it is recognised that much more still requires to be done. Petitions which reach the Department impress a realisation of the need for additional railways. The Department views the matter as one of vital concern. The people in many of our rich and fertile districts require markets and transportation facilities without which, it is recognised, their industry and crops do not yield them the financial rewards to which they are entitled. The whole situation is being very carefully watched. As has already been stated it is greatly to be regretted that adverse conditions arising out of the war have had the effect of shutting down on railway expansion in our province, but on the conclusion of hostilities in Europe, which we all hope and pray may not be far off, it is expected that widespread activity on the part of all three railway companies will again be witnessed in Saskatchewan.

The Department realises the absolute paramount importance of transportation facilities to the people, and in the future, as in the past, will render every assistance and advice whenever possible.

All communications in regard to railway matters should be addressed to the Deputy Minister of Railways, Regina.

## BRANCH LINES GUARANTEES.

## CANADIAN NORTHERN RAILWAY COMPANY.

*Chapter 3 of the Statutes of 1908-09.**Aylsbury Westerly Branch.*

A line from a point between Aylsbury and Davidson; thence in a generally westerly and north-westerly direction, a distance of about 120 miles. 55½ miles built.

*Bienfait Branch.*

A line from Lampman, thence in a southerly direction to or near the Souris coal fields near Roche Perce, a distance of about 25 miles. Built from Luxton to Bienfait.

*Maryfield Branch.*

A line from a point in or near Maryfield; thence in a generally south-westerly and westerly direction, a distance of about 135 miles. Built.

*Dalmeny Branch.*

A line from Dalmeny; thence in a generally northerly and north-easterly direction for a distance of 40 miles. Built from Dalmeny to Carlton, 37 miles.

*Battleford-Jackfish Branch.*

A line from North Battleford; thence in a generally north-westerly direction for a distance of 50 miles. Built.

*Chapter 4 of the Statutes of 1909.**Vonda North-easterly Branch.*

A line from Vonda running in a north-easterly direction, a distance of about 25 miles. 23¼ miles graded.

*Kaiser-Swift Current Branch.*

A line from Kaiser to the town of Swift Current, a distance of about 135 miles. 80 miles built.

*Humboldt-Melfort Branch.*

A line from Humboldt to Melfort, a distance of about 60 miles. 22 miles built.

*Delisle Branch.*

A line from Delisle running in a generally southerly direction, a distance of about 35 miles. 35 miles built.

*Hartney Extension Branch.*

A line from a point on the eastern boundary of the province between the north boundary of township 4 and north boundary of township 6; thence in a generally westerly direction, a distance of about 65 miles.

*Moose Jaw South-east Branch.*

A line from the city of Moose Jaw running in a generally south-easterly direction to join with the said Maryfield branch of the Canadian Northern Railway, a distance of about 100 miles. Built from Moose Jaw to Radville, 87 $\frac{1}{4}$  miles.

*Maryfield Extension.*

An extension of the Maryfield line, a further distance of 75 miles. 50 miles built.

*Crooked Lake Branch.*

A line from Shellbrook running in a north-westerly and northerly direction, a distance of about 60 miles. Built from Shellbrook to Big River, 57 miles.

*Rosburn Extension.*

A line from a point on the Winnipeg-Edmonton branch of the Canadian Northern Railway within ranges 3, 4 or 5 west of the second meridian running in a southerly and south-easterly direction to join the Rosburn branch of the said railway, a distance of about 20 miles. Mileage reduced to 7.31 miles and built.

*Chapter 8 of the Statutes of 1912.**Craven North-easterly.*

A line running from a point at or near Craven, north-easterly and northerly, a distance of 40 miles. 5 $\frac{1}{2}$  miles graded.

*Chapter 10 of the Statutes of 1913.**Maryfield Extension.*

A line of railway in further extension of the Maryfield line, namely, from the 210th mile in a general direction westerly, a distance of 60 miles. 15 miles surveyed.

*Battleford-Jackfish.*

A line of railway in further extension of this line, namely, from the fiftieth mile from North Battleford in a generally north-westerly direction, a distance of 30 miles. 12 miles graded, 7 miles track laid.

*Thunder Hill Extension.*

A line from a point of the company's Thunder Hill extension distant 100 miles from the east boundary of the province, thence from such point in a generally westerly direction, a distance of 40 miles. 16 miles surveyed.

*Bienfait-Estevan.*

A line from the village of Bienfait westerly to the town of Estevan, a distance of 10 miles. Built.

*Aylesbury Westerly.*

An extension of the Aylesbury westerly line from a point at or near township 25 range 15 west of the third meridian, a distance of 30 miles. Built.

*Delisle Southerly.*

An extension of this line a further distance of 15.75 miles. Built.

*Canora Northerly.*

A line from Canora, northerly to Sturgis, a distance of 21.36 miles. Built.

## BRANCH LINES GUARANTEES.

## CANADIAN NORTHERN SASKATCHEWAN RAILWAY COMPANY.

*By Chapter 11 of the Statutes of 1912.*

*Luck Lake.*

A line from a point at or near township 26 range 8 west of the third meridian, thence in a generally southerly and south-westerly direction, a distance of 35 miles. 35 miles surveyed, 5 miles graded.

*Wroxton Westerly.*

A line from Wroxton, thence in a generally westerly direction through the town of Yorkton, a distance of 45 miles. Built from Wroxton to Willowbrook, 41 miles.

*Shellbrook Westerly.*

A line from Shellbrook, thence in a generally westerly direction, a distance of 45 miles. 45 miles surveyed.

*Lampman Northerly.*

A line from a point at or near Lampman, thence in a generally northerly direction, a distance of 45 miles. 45 miles surveyed.

*Kipling-New Warren.*

A line from a point at or near township 13 range 5 west of the second meridian, thence in a generally south-westerly and westerly direction towards New Warren, a distance of 35 miles.

Bonds were also guaranteed for the following additional branches of the Canadian Northern Saskatchewan Railway Company and authorised by Order in Council:

Prince Albert, north-east.....	25 miles
Moose Jaw-Chamberlain.....	35 miles
An extension of the Aylesbury westerly line from a point at or near township 25 range 19 west of the third meridian.....	50 miles
(50 miles graded and 10 miles of track laid.)	
Melfort north-east.....	25 miles

## BRANCH LINES GUARANTEES.

### GRAND TRUNK PACIFIC BRANCH LINES COMPANY.

#### *Chapter 4 of the Statutes of 1908-09.*

##### *Yorkton-Melville Branch.*

A line from Melville to Yorkton a distance of about 40 miles. Completed, but mileage reduced to  $25\frac{1}{4}$  miles.

##### *Melville-Regina Branch.*

A line from Melville to Regina, a distance of about 110 miles. Completed, but mileage reduced to  $94\frac{1}{2}$  miles.

##### *Yorkton-Canora.*

A line from Yorkton to Canora, 29.47 miles. Built.

##### *Yorkton-Canora Northerly Extension.*

A line from Canora running northerly 25.78 miles. Surveyed.

##### *Biggar-Battleford Branch.*

A line from Biggar to Battleford, a distance of 48 miles. Built.

#### *Chapter 5 of the Statutes of 1909.*

##### *Regina Boundary.*

A line from Regina running south-easterly to a point on the international boundary, a distance of about 155 miles. Built.

##### *Prince Albert-Young Branch.*

A line from Young, northerly to the city of Prince Albert, a distance of about 112 miles. Line almost completed.

##### *Regina-Moose Jaw North-westerly Branch.*

A line from Regina running in a generally westerly direction to the city of Moose Jaw and thence north-westerly, a distance of about 115 miles to the south branch of the South Saskatchewan river. Built.

##### *Biggar-Calgary Branch.*

A line from Biggar running in a south-westerly and westerly direction, a distance of 54 miles. Built.

##### *Cut Knife Branch.*

A line from a point within or near townships 41, 42 or 43 running in a generally westerly and north-westerly direction, a distance of 50 miles. Built.

#### *Chapter 13 of the Statutes of 1912.*

##### *Biggar-Calgary.*

An extension of this line, a further distance of 50 miles. Built.



## BRANCH LINES GUARANTEES.

### GRAND TRUNK PACIFIC SASKATCHEWAN RAILWAY COMPANY.

#### *Chapter 14 of the Statutes of 1912.*

##### *Saskatoon-Battleford.*

A line from Saskatoon running westerly and north-westerly to the town of Battleford, a distance of 95 miles. Surveyed.

##### *Watrous-Swift Current.*

A line from Watrous, running south-westerly through or near the town of Swift Current to the international boundary between ranges 23 and 30 west of the third meridian, for a distance of 75 miles. 199 miles surveyed.

##### *Talmage-Weyburn and South-west.*

A line from Talmage running through or near the town of Weyburn, thence south-westerly and westerly to a point on the western boundary of the province in township 2 to 5 inclusive, for a distance of 50 miles. Built from Talmage to Weyburn. 15 miles.

##### *Melville-Watrous.*

A line from Melville running northerly, north-westerly and westerly to a point at or near the town of Watrous for a distance of 75 miles. 90 miles surveyed.

Bonds were also guaranteed for the following additional branch of the Grand Trunk Pacific Saskatchewan Railway Company and authorised by Order in Council:

Moosomin-Weyburn..... 40 miles. 114 miles surveyed.

#### *Chapter 16 of the Statutes of 1913.*

##### *Moose Jaw North-westerly Extension.*

A line from a point on the Biggar-Calgary branch south-easterly to a point on or near the west bank of the South Saskatchewan river opposite or nearly opposite Riverside, or *vice versa*, from a point on or near the west bank of said river to a point on the said branch for a distance of 60 miles.

##### *Grandora South-westerly Branch.*

A line from a point on the main line of the Grand Trunk Pacific Railway or at near township 36 range 8 west of the third meridian, south-westerly from Saskatoon, a distance of 50 miles.

##### *Talmage-Moosomin Branch.*

A line from a point at or near Talmage, north-easterly towards Moosomin, a distance of 70 miles.

##### *Watrous-Swift Current Extension.*

An extension of the 75 miles, being the Watrous-Swift Current line, a further distance of 90 miles.

## REMARKABLE CONSTRUCTION RECORD.

## NEW LINES, SHIPPING POINTS, ETC.

The following lines of railway commenced operation in Saskatchewan since the Government took office. The shipping points are shown, and on every branch numerous improvements and additions have been made in line equipment by the erection of elevators, loading platforms, stockyards, freight sheds, etc., which have proved of incalculable benefit.

## GRAND TRUNK PACIFIC RAILWAY.

Branch	From	To	Shipping Points
Melville-Canora..	Melville ..	Canora.....	Brewer, Peoples, Otthon, Enfin Yorkton, Young's Siding, Mehan, Ebenezer, Gorlitz, Burgis, Canora
Melville-Regina..	Melville' ..	Regina... ..	Colmer, Duff, Finnie, Lorie, Gilles- pie, Balcarres, Hugonard, Lebrete, Fort Qu'Appelle, Muscow, Edgeley, Avonhurst, Edenwold, Frankslake, Zehner, Victoria Plains, Regina.
Young-Prince Albert	Young....	St. Louis...	Ancrum, Neely, Rutan, Meacham, Peterson, Totzke, Maskakee Bremen, Cudworth, Leofnard, Wakaw, Ens, Domremy, Hoey, St. Louis.
Weyburn . . . . .	Talmage....	Weyburn...	Weyburn.
Regina-Boundary..	Regina.....	Northgate..	Rowatt, Estlin, Gray, Riceton, Bech- ard, Lewvan, Colfax, Cedoux, Rainton, Talmage, Brough, Griffin, Innes, Huntoon, Viewfield, Benson, Sander, Minard, Breeze, Steelman, Deborah, Frobisher, Openshaw, Souris River, Elcott, Northgate.
Regina-Moose Jaw and Moose Jaw North-west.	Regina.....	Riverhurst..	Sidmar, Adams, Pattee, Keystown, Stony Beach, Eastview, Burdick, Moose Jaw, Burt, Archyda, Gray- burn, Rowletta, Lake Valley, Eak- bank, Darmody, Mawer, Central Butte, Lawson, Gilroy, Riverhurst.
Biggar Calgary...	Biggar.....	Loverna....	Argo, Lydden, Springwater, Ruthilda, Downe, Ava, Adine, Doddsland, Millerdale, Beaufield, Coleville, Driver, Smiley, Dewar Lake, Hoosier, Greene, Loverna.
Cut Knife.....	Cut Knife ..	Carruthers..	Lindequist, Prongua, Sweetgrass, Gal- livan, Rossman, Tatsfield, Carru- thers.
Biggar-Battleford.	Biggar... ..	Battleford..	Oban, Lett, Salter, Cando, Red Pheasant, Charlton, Porter, Dacer, Battleford.

## CANADIAN NORTHERN RAILWAY.

Branch	From	To	Shipping Points
Brandon-Regina...	Maryfield...	Regina.....	Maryfield, Fairlight, Doonside, Kelso, Vandura, Langbank, Hawthorne, Kipling, Dalzell, Carlsberg, Lovat, Glenavon, Candiac, Montmartre, Kendal, Odessa, Vibank, Davin, Jameson, Dreghorn, Regina.
Goose Lake.....	Saskatoon...	Alsask.....	Saskatoon, Eaton, Vanscoy, Delisle, Laura, Tessier, Kinhop, Harris, Zealandia, Pym, Rosetown, Ridpath, McGee, Fiske, D'Arcy, Brock, Netherhill, Beadle, Kindersley, Fairmount, Pinkham, Flaxcombe, Marengo, Merid, Alsask.
Carlton .....	Dalmeny...	Carlton ....	Dalmeny, Mennon, Hepburn, Waldheim, Laird, Carlton.
Rosburn.....	MacNutt...	Donwell....	MacNutt, Calder, Wroxton, Stornoway, Rhein, Hamton, Donwell.
Prince Albert-Denholm	Prince Albert	Denholm...	Prince Albert, Buckland, Crutwell, Holbein, Shellbrook, Parkside, Kilwinning, Leask, Marcelin, Blaine Lake, Tallman, Krydor, Redberry, Hafford, Speers, Richard, Lilac, Denholm
Maryfield.....	Maryfield...	Souris Valley	Maryfield, Ryerson, Mair, Parkman, Service Cowper, Carlyle, Wordsworth, Willmar, Browning, Lampman, Luxton, Cullen, Bryant, Blewett, Chandler, Elswick, Goodwater, Colgate, Webster, Souris Valley, Radville.
Radville-Bengough	Radville....	Bengough...	Radville, Brocking, Ceylon, Hardy, Roe, Ritchie, Bengough.
Bienfait.....	Carlyle. ....	Estevan....	Carlyle, Luxton, Kingsford, Bienfait, Estevan.
Thunder Hill.....	Arran.....	Preeceville...	Arran, Pelly, Norquay, Hyas, Stenen, Sturgis, Preeceville.
Sturgeon River....	North Battleford	Turtleford..	North Battleford, Hamlin, Prince, Meota, Vawn, Edam, Mervin, Turtleford.
Crooked Lake....	Shellbrook..	Big River...	Shellbrook, Clonfert, Canwood, Polwarth, Debdon, Eldred, Dumble, Bodmin, Big River.
Delisle-Elrose.....	Saskatoon...	Eston.....	Delisle, Birdview, Swanson, Ardath, Conquest, Druse, Bratton, McRorie, Tichfield, Dumblane, Elrose Junction, Juniper, Surbiton, Anerley, Dinsmore, Wiseton, Forgan, Hughton, Elrose, Wartime, Greenan, Plato, Richlea, Eston.
Radville-Moose Jaw	Radville....	Moose Jaw	Abbott, Forward, Moreland, Parry, Dummer, Truax, Avonlea, Hearne, Briercrest, Tilney, Baildon, Antar, Moose Jaw.

Branch	From	To	Shipping Points
Gravelbourg.....	Avonlea....	Gravelbourg	Avonlea, Claybank, Bayard, Spring Valley, Galilee, Michelton, Ardill, Mossbank, Ettington, Mazenod, Palmer, Gravelbourg.
Yorkton.. .....	Wroxton....	Willow Brook	Wroxton, Kessock, Barvas, Dunleath, Tonkin, Sturdee, Calley, Yorkton, Dracup, Vanstone, Fonehill, Willow Brook.
Assiniboine.. .....	Canora ....	Preeceville .	Canora, Amsterdam, Tadmore, Hassan, Sturgis, Preeceville.
St. Brieux.....	Melfort.....	St. Brieux...	Melfort, Lipsett, Pathlow, St. Brieux.
Prince Albert.....	Beatty .....	Prince Albert	Beatty, Kinistino, Weldon, Brancepeth, Birch Hills, Fenton, Senator, Davis, Prince Albert.
Hudson Bay.....	Hudson Bay Junction	Cantyre....	Wachee, Nepas, Ceba, Chemong, Otsego, Cantyre

## THE CANADIAN PACIFIC RAILWAY.

Branch	From	To	Shipping Points
Reston.....	Maryfield...	Wolseley...	Maryfield, Fairlight, Walpole, Wawota, Dumas, Kennedy, Bender, Neelby, Windthorst, Kaiser, Baring, Deveron, Adair, Wolseley.
Pheasant Hills....	Strassburg..	Lanigan..	Duval, Cymric, Govan, Hatfield, Nokomis, Lockwood, Drake, Lanigan.
Minnedosa- Saskatoon- Edmonton	Sheho.....	Macklin....	Tuffnell, Foam Lake, Leslie, Elfros, Mozart, Wynyard, Kandahar, Dafoe, Jansen, Lanigan, Guernsey, Wolverine, Plunket, Viscount, Colonsay, Elstow, Blucher, Cheviot, Floral, Sutherland, Saskatoon, Cory, Dummerline, Asquith, Rhyl, Kinley, Perdue, Keppel, Vance, Biggar, Castlewood, Oban, Naseby, Traynor, Wolfe, St. Alphege, Wilkie, Phippen, Adanac, Unity, Buccleugh, Rutland, Senlac, Evesham, Macklin.
Moose Jaw- Expanse	Moose Jaw..	Vantage....	Archive, Buttress, Crestwynd, Dunkirk, Expanse, Mossbank, Vantage.
Vanguard.....	Swift Current	Vanguard...	Swift Current, Dunelm, Wymark, Blumenhof, Neville, Pambrum, Vanguard.
Colonsay.....	Regina.....	Saskatoon...	Regina, Albatross, Brora, Tregarva, Craven, Euston, Valeport, Lumsden Beach, Regina Beach, Keddlerton, Dilke, Holdfast, Penzance, Liberty, Stalwart, Imperial, Simpson, Amazon, Renown, Plassey, Young, Zangwill, Forslund, Colonsay, Saskatoon.
Bulyea.....	Regina....	Bulyea.....	Regina, Euston, Valeport, Silton, Gibbs, Bulyea.
Weyburn- Stoughton	Weyburn..	Stoughton..	Weyburn, Hume, Griffen, Froude, Stoughton.
Neptune.....	Estevan....	Neptune....	Estevan, Hooper, Tableland, Outram, Torquay, Bromhead, Tribune, Maxim, Neptune.
Cut Knife.....	Wilkie.....	Cut Knife..	Wilkie, Thackeray, Cloan, Rockhaven, Cut Knife.
Kelfield.....	Wilkie.....	Kelfield....	Wilkie, Reford, Pascal, Leipzig, Handel, Kelfield.
Reford.....	Wilkie.....	Kerrobert...	Wilkie, Reford, Brass, Revenue, Tramping Lake, Broadacres, Veralum, Kerrobert.



Branch	From	To	Shipping Points
Assiniboia-Shaunavon	Weyburn..	Altawan..	Weyburn, Tatagua, Yeoman, Trosachs, Axford, Khedive, Pangman, Amulet, Ogema, Glasnevin, Horizon, Viceroy, Landscape, Verwood, Readlyn, Willows, Assiniboia, Valor, Limerick, Melaval, LaFleche, Woodrow, Meyronne, Kincaid, Hazenmore, Aneroid, Ponteix, Gouverneur, Cadillac, Crichton, Admiral, Scotsguard, Instow, Shaunavon, Dollard, Southfork, Eastend, Knollys, Ravenscrag, Palisade, Robsart, Vidora, Consul, Senate, Govenlock, Altawan.
Empress-Bassano	Swift Current	Empress...	Swift Current, Java, Cantuar, Success, Pennant, Battrum, Cabri, Shackleton, Abbey, Lancer, Portreeve, Lemsford, Sceptre, Prelate, Prussia, Westerham, Estuary, Empress.
Outlook-Kerrobert	Moose Jaw	Macklin...	Moose Jaw, Belbeck, Tuxford, Marquis, Keeler, Brownlee, Eyebrow, Tugaske, Bridgeford, Aiktow, Elbow, Loreburn, Strongfield, Hawarden, Glenside, Broderick, Outlook, Conquest, Bounty, Milden, Sovereign, Fortune, Rose-town, Anglia, Herschel, Stranraer, Plenty, Druid, Astum, Ermine, Kerrobert, Baliol, Luseland, Salvador, Denzil, Primate, Hallam, Macklin.

